

PRICE ONE CENT.

NEW YORK, SATURDAY, DECEMBER 3, 1892.

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LAST EDITION.

THE DEAD MONEY KING.

Jay Gould's Funeral to Be at His House Next Monday.

BURIAL TUESDAY AT WOODLAWN

Official Action of Western Union and Manhattan "L" Directors.

MISS HELEN GOULD IS NOT ILL.

Probable Successors to Mr. Gould in the Management of His Great Properties.

The arrangements for the funeral of Jay Gould are thus announced to-day: Services will be held at the house, 579 Fifth avenue, Monday at 4 o'clock p. m.



THE CASTLE AT LYNDHURST.

Rev. Dr. John R. Paxton, of the West Presbyterian Church; Rev. Dr. MacCracken, Chancellor of the University of the City of New York, and Rev. Dr. Frederick Terry, of the South Reformed Church, will conduct the funeral service of the Protestant Episcopal Church.

The clergymen, in addition to the ritual of the Episcopal service, will offer extemporaneous prayers.

Music will be rendered by a quartet from the choir of Rev. Dr. Paxton's church, composed as follows:

Mme. Clementine De Vere Sappio, Mrs. Carl Ayres, Erickson K. Buchanan and Jayne Clark.

The musical numbers will comprise an opening anthem, Cardinal Newman's hymn, "Lead, Kindly Light," and the hymn, "Nearer, My God, to Thee."

There will be no formal addresses by the clergymen.

Mr. Gould's body will this afternoon be placed in the casket, which will rest on pedestals in the parlor on the ground floor to the corner of the house at Forty-seventh street and Fifth avenue.

After the funeral services the members of the family will take their last look at the features of the dead financier.

Tuesday morning the body will be taken to Woodlawn cemetery and placed in the family vault beside that of his wife, whose death he never ceased to mourn.

H. Q. French, the architect who designed and built the mausoleum, is today at the cemetery in Woodlawn, making arrangements for the interment.

but it is said on good authority that none but the immediate members of the family will attend.

All the locomotives on the Elevated railroad lines in the city were draped with black and white streamers in honor of Mr. Gould, the President of the corporation. These draperies will remain on the motors until after the funeral.

The Services at the Tomb.

Members of Mr. Gould's family and a few friends will follow the body to Woodlawn Tuesday in carriages, not more than ten in number. The hour of departure from the house has not yet been fixed. Rev. Mr. MacCracken will read the committal service of the Episcopal Church at the mausoleum.



MISS HELEN GOULD.

At the funeral Monday afternoon, the relatives and the immediate friends of the family will be admitted by invitation cards. They will enter by way of Edwin Gould's house, adjoining his father's mansion on the Forty-seventh street side.

The front doors of the mansion will be thrown open to the public, but it has not yet been decided whether the public shall be permitted to view the features of the dead man.

Miss Helen Gould Not Ill.

The report in a morning paper that Miss Helen Gould was prostrated and seriously ill on account of her father's death was denied at the house this morning.

It is known that the young woman has a slight cold, and the fact that that was her only ailment was corroborated by an old gentleman who came out of the house shortly before 10 o'clock.

George Gould, according to Russell Sage, is already independently wealthy, having been very successful in his private investments, while Edwin Gould has shown remarkable sureness in several deals, from which he has pocketed largely. Although both of the boys have speculated in Wall Street, it is said that neither of them has shown the daring spirit of their father in this direction, and whenever they have gone into the market they have been given credit for many risky speculative deals in which they were really never engaged.

Probably Left \$100,000,000.

Estimates of Jay Gould's fortune range all the way from \$50,000,000 to \$150,000,000, but the truth is that no one can tell with any degree of accuracy the amount of wealth of which he was possessed at the time of his death. Probably it is not far from \$100,000,000.

The Executive Committee of the Western Union Board of Directors met in President Norvin Green's private office at noon and resolutions of regret and condolence were adopted, and glowing tributes were paid to the memory of the dead financier by Dr. Green and several other members of the committee.

A similar meeting of the Board of Directors of the Manhattan Elevated Railway Company was held at 12:30 p. m., at the offices at 71 Broadway, and a meeting has been called of the directors of the Missouri Pacific Railway.

The death of Mr. Gould leaves vacant the Presidency of the Manhattan Elevated Railway, the Missouri Pacific, the Texas Pacific and the International and Great Northern Railway Companies.



THE SCHOOL-HOUSE WHERE JAY GOULD WAS A PUPIL AND A TEACHER.

It is expected that George J. Gould will take his father's place in all these companies.

In the Western Union Company, of which George Gould is already the Vice-President, Mr. Gould's death causes a vacancy only in the Board of Directors.

In the other companies in which Mr. Gould was interested, he had already retired from active duty, giving way to his sons.

George Gould is now First Vice-President of the Manhattan Elevated, Second Vice-President of the Missouri Pacific, second Vice-President of the St. Louis and Iron Mountain, First Vice-President of the Texas and Pacific and chairman of the Board of Directors of the Wabash.

Edwin Gould is a Director in the Manhattan, the Missouri Pacific and the St. Louis Southern.

Howard Gould is a Director of the International and Great Northern, and is a member of one of the committees of the Manhattan Railway.

How Will His Wealth Be Divided?

The death of the great financier and the probable distribution of his enormous wealth, formed the absorbing topic of conversation in Wall street, and in downtown business circles this morning.

SPREE NOW SAFE IN HARBOR.

Towed Into Queenstown by the Steamship Lake Huron.

She Broke Her Shaft and Had to Turn Back.

A cablegram from London to-day says that the North German Lloyd steamship Spree, towed by the British steamship Lake Huron, Capt. Carey, from Montreal Nov. 19 for Liverpool, passed Kinsale at 11:30 this morning.

The Spree signalled that her shaft was broken.

The Spree is now safe in harbor at Queenstown.

Scores of anxious relatives of the passengers aboard the overdue Spree visited the officers of the company and howling crew this morning to make inquiries for the belated vessel.

Notwithstanding the assurance of Superintendent of the Passenger Department, Gustav H. Schwab, that nothing more serious than a mishap to the machinery could have occurred, the people were greatly agitated.

The cablegram from the agent at Bremen was received stating that the Spree was reported in tow of a British vessel off Kinsale Head, Ireland.

The cablegram from Southampton at 5 p. m. Nov. 23 and was due in this port Wednesday.

She had 350 saloon and cabin and 150 steerage passengers aboard.

Among the passengers are: A. Ballie Grossman, Gen. O. O. Howard, United States Army; Mrs. Adeline Howard and child, Prof. Henry of Baltimore, Md.; Dwight L. Moody, the evangelist; W. P. Moody, of Northfield, Mass.; Mrs. Marie Ambrosius, of Cleveland, O.; Mrs. G. S. Benedict and daughter, of Philadelphia; Henry Blum, Jr.; Frederick Jacobs, of Savannah, Ga.; Henry Borgstede, of Kansas City, Mo.; Louis Beach and family, of Milwaukee, Wis.; J. Blumenthal, of El Paso, Tex.; C. P. Davidson, Mrs. Maria Davidson and children, of San Antonio, Tex.; E. A. Fiedler, Dr. Sydney Kuh, of Chicago; Theodore Groot, of Savannah, Ga.; Mrs. M. L. Merriman, of Boston; Carl Klein Schmidt and Mrs. R. Klein Schmidt, of St. Paul, Minn.; Mrs. Marie Marcks and children, of San Francisco; Mrs. Sutherland and daughter, of Winnipeg, Man.; R. T. Taylor, of Cincinnati, O.; Count Keyserling, of Vienna; Countess Culebrook, of Paris, and Julius King and family, of Albany, N. Y.

The Spree is a beautifully proportioned, powerful cargo vessel and was only launched in May, 1890.

She was built by the Vulcan Iron Company at Suetin, Germany. The engines are triple expansion, 15,000 horse-power, and she made her maiden voyage from Bremen to New York in 1890.

The agents felt every confidence in her, and she was not expected to be delayed by the accident.

They contended from the beginning that a break in the shaft was responsible for the delay, and that she would be heard from in due time with all on board safe.

YALE-PRINCETON CONTRACTS.

Mr. Gibson's "Ad" Probably Related to Business with Advertisers.

An advertisement was published this morning announcing the loss of Yale and Princeton contracts and calling for their return to Room 133 at 29 Broadway.

John B. Gibson, who has his office there, was not in when a reporter called to-day.

Tracy H. Harris, of the Committee on Tickets to the Yale-Princeton game, said:

"Mr. Gibson made a contract with the managers of both teams for the privilege of publishing the official programme of the game. He paid for that privilege and he published the programme, so that the deal in the respect is all completed and he can have no use now for the contract that gave him the programme rights to represent the stockholders."

"He probably means the contract made between advertisers on the programme and the publisher."

THE PRESIDENT'S MESSAGE.

To Be Transmitted to the House and Senate on Tuesday.

WASHINGTON, Dec. 3.—The President has spent his entire time to-day in his private office, reviewing the proposals of his annual message to Congress.

The members of his Cabinet conferred with him during the day in regard to the topics considered in the message specially relating to their respective departments. The message and accompanying documents will be transmitted to both houses of Congress next Tuesday.

SCOWS TO GO TO SEA TO-DAY.

Hart's Island Crib Does Not Relieve Brennan's Department.

Street cleaning commissioner Brennan said this morning that the crib at Hart's Island, which the Commissioners of Charities and Correction intended him to use for a dumping ground, would relieve the garbage blockade very little.

WHEN GROVER GETS BACK.

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